



#### Chapter 1 - Plan Foundations

Setting the context for the *Mountain Vista Subarea Plan*, this chapter describes the purpose of this update, explains the public process, and reviews related planning documents.

#### Chapter 2 - Existing Conditions and Issues

This chapter identifies existing subarea conditions related to land use, transportation, open lands, and utilities. This chapter also describes factors influencing future development and summarizes the latest consultant analysis.

#### Chapter 3 - Vision

This chapter describes an overall subarea vision as well as the specific visions for neighborhoods, a commercial center, employment and industrial uses, parks, transportation system, natural areas, and community appearance.

#### Chapter 4 - Framework Plan

This chapter is organized into three main sections: land use, transportation and open lands. The centerpiece of the *Mountain Vista Subarea Plan* is its framework plan map. The majority of this chapter relates to a comparison of the original 1999 Framework Plan with the updated 2009 plan.

#### Chapter 5 - Principles and Policies

Chapter 5 builds upon the established, community-wide policies of *City Plan* and identifies principles and policies specific to this subarea.

#### Chapter 6 - Implementation Recommendations

This chapter highlights the key implementation actions needed to achieve this plan's vision. A variety of standards and requirements, policies, and capital improvement programs are recommended to make the *Mountain Vista Subarea Plan* a reality.

Appendices contain supplemental information about:

- A. Summary of Open House Comments
- B. Land Demand Analysis and Framework Plan Alternatives
- C. Greenhouse Gas and Air Quality Impacts Memo
- D. Traffic Noise Evaluation Report
- E. Truck Bypass Route Analysis

### *How to Use this Plan*

This plan is intended to coordinate local stakeholder needs with the larger community's purpose (as represented in *City Plan*). The recommendations contained within the plan are intended to be used by city staff, the Planning & Zoning Board, the Transportation Board and City Council in understanding where the community, local leaders, and elected officials should focus their energy.

To the left, see how the plan is organized into chapters and appendices.

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## Mountain Vista SUBAREA PLAN

P L A N S U M M A R Y

### *A Community-Based Plan*

Between March 2008 and August 2009, property owners, including Anheuser-Busch InBev, and area residents helped the City of Fort Collins envision Mountain Vista's future through an extensive public process. The update was divided into three phases.

The first phase (March 2008-August 2008) identified development issues.

The second phase (August 2008-December 2008) focused on design and alternative analysis.

Finally, the third phase (January 2009-August 2009) involved updating the plan document and identifying implementation actions.

Citizens, in addition to calls or emails, had an opportunity to participate and share their comments by attending any of the following public events:

- 8 Property owner meetings
- 4 Anheuser-Bush InBev meetings
- 7 Individual neighborhood meetings
- 4 Open houses
- 9 Planning & Zoning Board meetings
- 3 Transportation Board meeting
- 5 Other board and commission updates
- 3 City Council work sessions

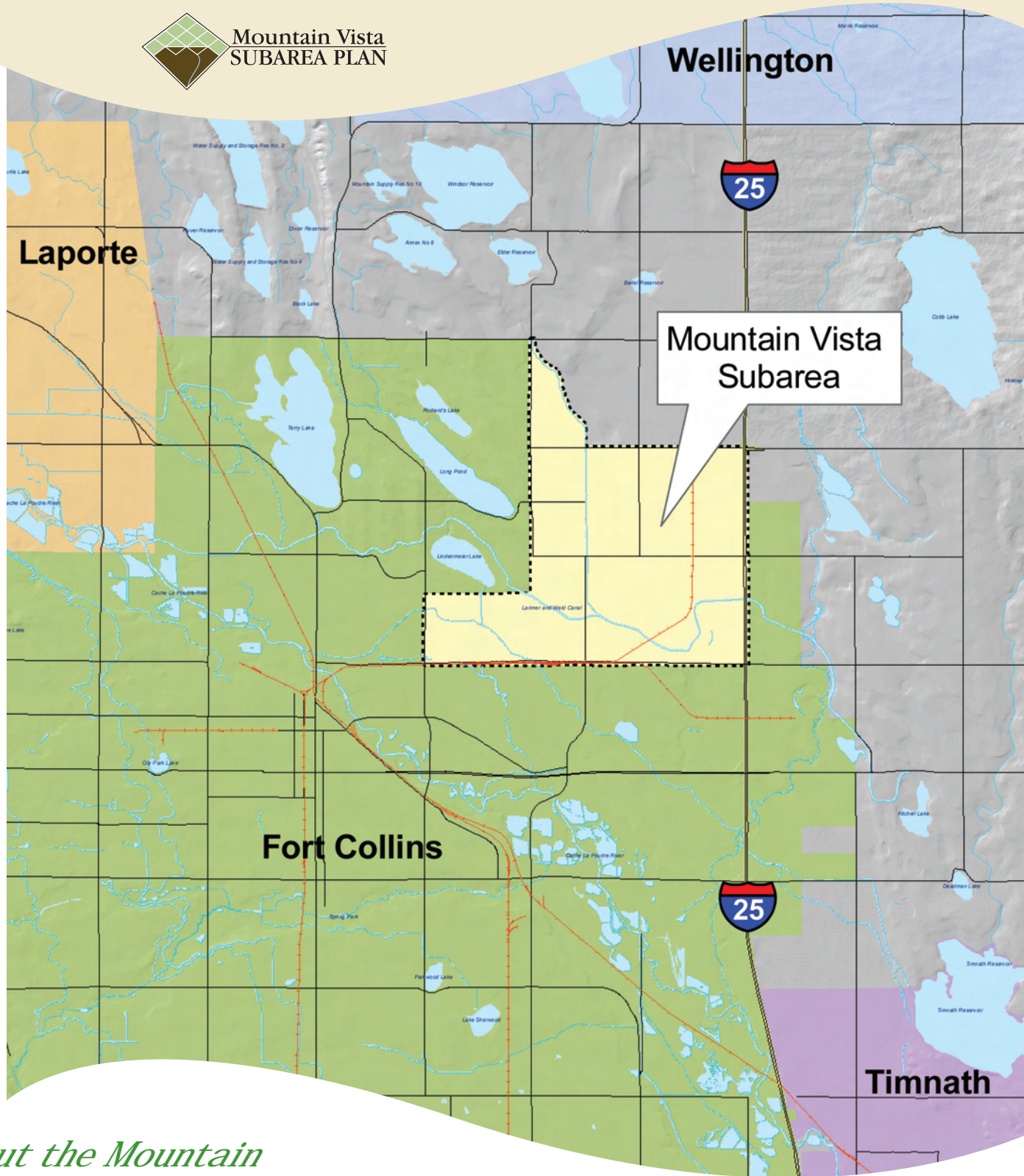
### *Purpose of Updating the 1999 Plan*

The *Mountain Vista Subarea Plan*, originally adopted on March 16, 1999, laid a framework for this large, primarily undeveloped area of northeast Fort Collins. Over the past ten years, there have been numerous requests to modify elements of the plan from the development community. The purpose of the update is to revisit previous decisions regarding the overall vision for the area and the corresponding principles, policies, and implementation actions. The size and location of land uses will be re-assessed, along with the transportation network that links this area to the rest of the community, including connections to open lands and trails. The process will be responsive to the ideas and concerns of the many stakeholders involved, including area property owners, residents, the City of Fort Collins and the broader community.

### *Area Vision*

- This subarea will be an integral part of Fort Collins, functioning as an extension of the greater community as new growth takes form.
- This subarea will be an area of Fort Collins known for its impressive views of the mountains and recognized for its successful and innovative community design.
- This subarea will be distinct and attractive with a comfortable, town-like atmosphere that residents and businesses identify with and take pride in.
- Neighborhoods, parks, schools, shopping district and business center within this subarea will be connected and served by a variety of travel choices including vehicle, transit, bicycle, and pedestrian modes.
- This subarea's existing natural areas will be preserved to protect these important natural resources and amenities for the community.



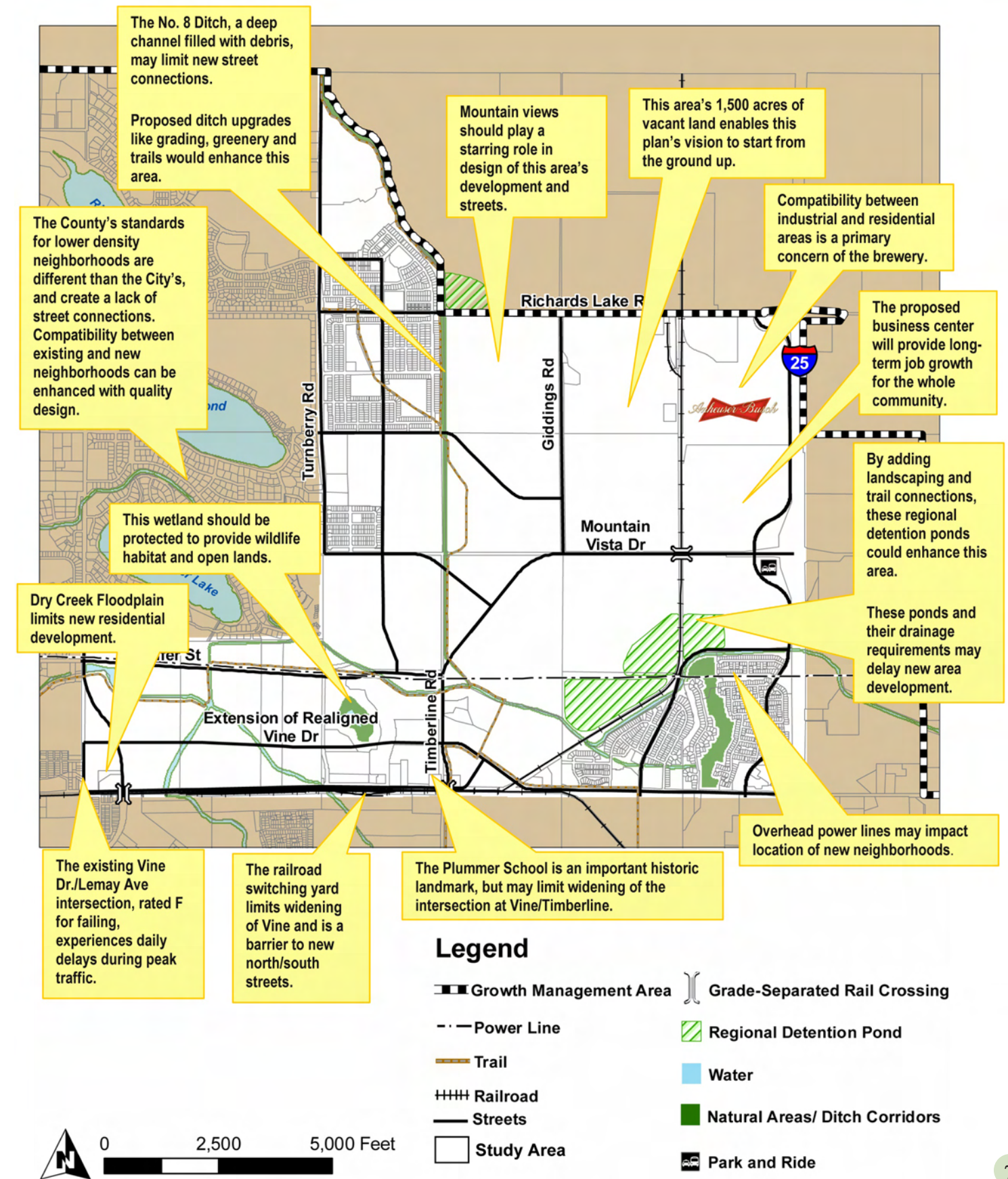


### About the Mountain Vista Subarea

This subarea encompasses about 5½ square miles and 3000 acres of land in the northeast quadrant of Fort Collins. The subarea is bounded by I-25 on the east, Richards Lake Road on the north, Lemay Avenue and Turnberry Road on the west, and East Vine Drive on the south.

Historically agricultural in use, approximately 1,500 acres remains undeveloped, with the exception of four residential neighborhoods and the Anheuser Busch InBev brewery. The subarea is expected to absorb a significant proportion of new development as Fort Collins continues to grow and approaches capacity of its Growth Management Area.

### Development Factors Map



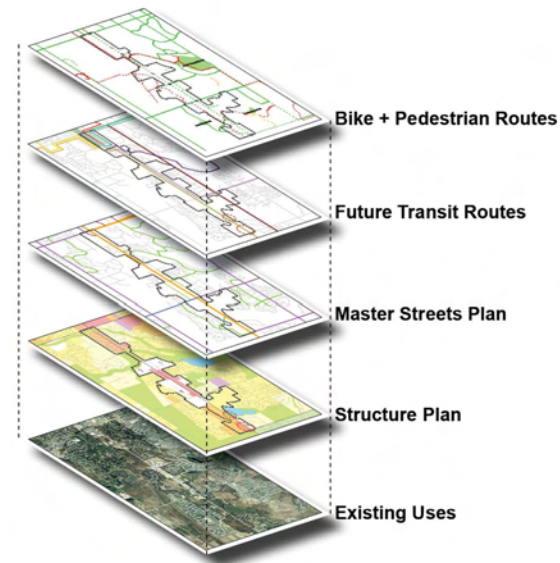


## How was This Plan Developed?

1. Inventory of existing development factors
2. Framework Plan alternatives
3. Public input
4. Technical analysis

### 1. Development Factors

The first task, in updating this subarea plan, was identifying existing development factors; both those either hindering development, or those enhancing this area's potential. This assessment was then used as a basis in determining appropriate adjustments to the framework plan map and supporting policy direction for addressing these factors. See the map on the previous page identifying each factor.



### 2. Framework Plan Alternatives

Staff prepared six Framework Plan alternatives (A-F) and presented them to the public in order to test various land use and transportation options, in comparison to the original adopted 1999 Framework Plan map. Three of the maps were unveiled at the open house in December; the other three at the second open house in February.

Overall, the acreage of each land use did not change significantly from one alternative to another. The center of the subarea, however, varied with regard to the location of the Community Commercial District, surrounding residential uses, and the community park. The decisions regarding land use locations were influenced by the transportation network (and vice versa), which did change considerably between the alternatives.

Major transportation issues revolved around the extension of realigned Vine Drive and the way it connected into Timberline Road and Mountain Vista Drive. Framework Plan alternatives also tested the public's views on whether or not Turnberry Road and

Conifer Street should be extended, and how those extensions connect into the broader subarea street network. See the complete plan, more specifically Appendix B - Land Demand Analysis, to view the six Framework Plan alternatives.

Based on public input, comments from Boards and Commissions, Council, and incorporating the latest consultant analysis findings, staff developed a proposed 2009 Framework Plan.

### 3. Public Input

Public comments included a wide variety of issues from throughout the subarea. At times, these comments contradicted each other, representing the diversity of public opinion. See the complete plan, more specifically Appendix A, for the full summary of public comments. Questions and comments heard most often included:

- What is the timing of development?
- Appropriate buffer between industrial and residential uses.
- Amount and locations for multi-family residential uses.
- How large will the commercial area be and what services will it offer?
- Plan for off-street bicycle and pedestrian trails.
- Do/do not extend Turnberry Road south to Vine Drive.
- Do/do not extend Conifer Street to the east.
- Maintain direct access to I-25.
- How will the grade-separated crossings function (overpass vs. underpass)?
- Re-aligned Vine Drive and its connection to Mountain Vista Drive/I-25 interchange will become a de facto truck route.

### 4. Technical Analysis

As public input was received for the Framework Plan alternatives, the staff team conducted technical analyses on the land use demand, noise, traffic, and air quality impacts. The land use analysis studied current and future market conditions and made recommendations for the appropriate size and locations of each land use. The noise, traffic, and air quality impact reports were mainly driven by the concern the extension of realigned Vine Drive would become a de facto truck bypass. Each analysis studied current and future traffic volumes and demand to determine whether or not the new road would cause significant negative impacts to the subarea and surrounding neighborhoods. Overall, these reports reinforce the final decisions as both reasonable, and conforming to industry standards and City policies. Each can be found in the complete plan's appendices.

## Key Plan Elements

### Provide a Balance of Business and Retail with Supporting Residential

- Expansion of the area's industrial and employment land uses to create a significant business center.
- Establish appropriate buffer and transition between industrial and residential uses.
- Promote unique marketability of large vacant tracts, zoned employment, with direct access to I-25 and rail.
- Centrally-located Community Commercial District providing a range of grocery and supporting retail shopping, dining, entertainment, office, residential, and civic uses to serve the adjoining neighborhoods, future school, and business center.
- Future Poudre School District K-12 school campus.
- Future community park adjacent to the school, commercial center, and neighborhoods.
- Remaining land uses consist of Low and Medium Density Mixed-Use Neighborhoods.
- Locate higher density residential near transit, commercial and employment areas.

### Create A Complete Transportation System

- Refine overall street network for local collector, 2-and 4-lane arterials for future traffic volumes.
- Relocation of Enhanced Travel Corridor from Conifer Street to realigned Vine Drive.
- Provide extension of realigned Vine Drive between Lemay Avenue and Timberline Road.
- Implement pedestrian-oriented design along streets and new development.
- Orient the proposed Mountain Vista Drive/Timberline Road connection and the Community Commercial District's "mainstreet" to capture views of Long's Peak.
- Refine multi-use trail network utilizing off-street alignments as much as possible.

### Enhance Natural Resources and Drainage Corridors

- Establish appropriate buffers and set-backs between development and existing natural areas and wetlands.
- Establish appropriate buffers between development and existing irrigation ditches and canals.
- Identify existing stream corridors and establish appropriate buffers between them and development.
- Locate future regional storm drainage detention ponds.
- Locate multi-use trails away from important natural resources.

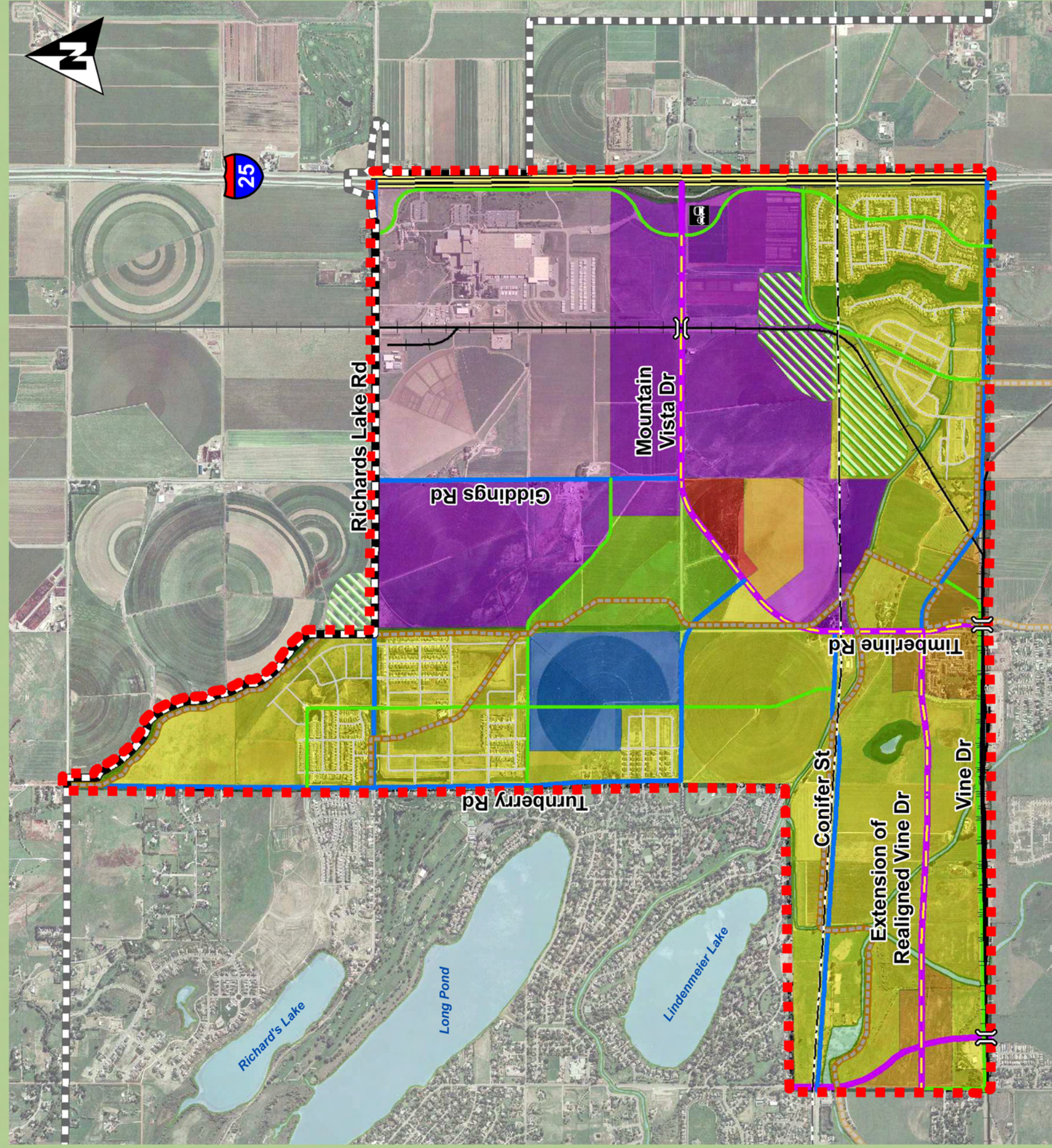






# Mountain Vista SUBAREA PLAN

## FRAMEWORK PLAN



### LEGEND

#### Other Features

- Mountain Vista Subarea Boundary
- Power Line
- Trail
- Railroad
- Enhanced Travel Corridor
- Growth Management Area
- Grade-Separated Rail Crossing
- Regional Detention Pond
- Water
- Natural Areas/ Ditch Corridors
- Park and Ride

#### Land Use

- Community Commercial (CC)
- Employment (E)
- Industrial (I)
- Low Density Mixed-Use Neighborhood (LMN)
- Medium Density Mixed-Use Neighborhood (MMN)
- School (PSD)
- Community Park (POL)

#### Streets

- Local Road
- Collector
- 2-Lane Arterial
- 4-Lane Arterial
- Interstate 25

